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THIS IS UNEVALUATED INFORMATION

1. On orders of the SMA a technical office was established in Warnemuende in May 1946. It was called the Technical Office of the Ministry of Merchant Ship Building (MSP) of the U.S.S.R. Schlaak, (fnu), has been in charge since 1947; he was said to have been the head of the Engineering Office East (Ingenieurbuero Ost) in Koenigsberg. The operational staff was composed of engineers and technicians of the Neptun Shipyard and specialists of the former Heinkel Plant. The military commander of the installation was Lieutenant Colonel Grigoriev, (fnu), and his staff consisted of one major and two captains. Of these, only Captain Zerpor, (fnu), spoke German. The superior authority was the administrative center of the MSP in Berlin-Karlshorst.

2. At first, the Technical Office was assigned only developmental tasks and not construction jobs. Later the office concentrated on the sectional building of submarines and mine sweepers. The Soviets had seized for this purpose extensive files and appropriate pictures in the undamaged Neptun Shipyard.

3. A small group of specialists of the Heinkel plant had received the order to develop a hydraulic steering mechanism for a Soviet battleship. The size, type, and kind of suspension of the rudder blade had been given to them for this purpose. They were not told for which ship the transmission gear was intended nor where ship was built.

4. Construction designs were also prepared for the aircraft-rescue boats which had been built for the German Air Force in the Kroeger Shipyard before and during the war. In addition technical studies had to be made on remote-controlled demolition boats, torpedo carriers and other special vessels which are also built in Warnemuende.

5. Between early 1947 and mid-May 1947 an order was received to develop a destroyer. This destroyer was to be superior to anything existing at that time. Utilized as basic elements for the design of this destroyer were drawings of the new German destroyers which were under construction then. These had been discovered in the Neptun Shipyard by the Soviets. The former shipbuilding chief of the Bremen Vulkan Shipyard, Mr. Krause, (fnu), was in charge of these designing tasks. The heads of the various sections, e.g., engineering, electrical and radio installations, ventilation, heating, pipes, etc. had all been employed in large German shipyards such as A.G. Weser, Blohm & Voss, Schichau-Elbing and others. Dr. Uhlmann, (fnu), formerly of the Heinkel Plant,

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was employed at the MSP Technical Office as a specialist in raw materials.

6. The building plans were submitted by the end of 1947 as scheduled. They were examined at the MSP Main Office in Berlin Karlshorst, and former specialists of the German Naval High Command had a decisive part in this examination work. Source is of the opinion that the Soviet destroyers built after 1948 will differ little from the latest German types, as German documents were utilized and German specialists elaborated the designs. This applies to the construction of the ships themselves as well as to the engines, pipes, etc.

7. Another special task assigned the MSP Technical Office was the elaboration of construction plans for large cranes. This task was directed by the former chief designer of the Hamburg Kampnagel Firm; he also had numerous documents of the Kampnagel plant at his disposal. The subject of these studies were stationary cranes ranging from the simple gantry crane to mammoth cranes. In addition, self-propelled, twin-screwed floating cranes with lift capacities of 15, 50 150 and 250 tons were developed in 1947 and 1948. The designs which were submitted for these had been developed to the point where actual construction was possible, and the designs were probably not altered. In 1948 the Soviets were particularly interested in these various cranes. Utmost expedition was demanded. Special designers were assigned to the project from the U.S.S.R. Graduate Engineer Lerbs, (fnu), a former assistant at Danzig Technical University, worked as a specialist in welding techniques.

8. Another task, given to the technical office in early 1948 was the development of a ship lift by means of which vessels displacing up to 3,000 tons could be lifted 14 meters. The Niederfinow ship lift was used as a model.

9. After much experimentation the Soviets approved a design for a lock with two gates, with a flat submersible dock-pontoon inside, and with lateral upward-and-downward guiding devices. In the pontoon is a pump room. Energy is supplied by cable from ashore. The elevating operation is as follows: The vessel enters the open lock gate over the submerged pontoon. The gates are closed and the pontoon is emptied and simultaneously the lock chamber is filled. Thus the pontoon is lifted. In its highest position it is locked by lateral beams fitted with a cogwheel device. Then it is moved sideways by appropriate transverse displacement of the whole basin. It was not possible to find out where the installation was built.

10. During 1948 work had become so intensive at the MSP Technical Office that the accomodations had to be enlarged. The office was assigned the additional task of developing a shipyard on an ice-free coast with yearly production of 200 fishing cutters. The so-called assembly-line system and the latest knowledge in the shipbuilding and equipment fields were to be used. First class specialists of the Stettin Oderwerke shipyard and the Heinkel plant were committed to this task.

11. Cutters are to be built upside down. For this it was necessary to develop an appliance for turning the hulls. Another project is a device which will put the composite keel in place and will drill holes in the keel. This machine travels along a path, 36 meters long, automatically drilling the holes for fixing the scarfs and frames. Later the construction of iron fishing cutters was taken up. Preliminary work for that had been prepared by Professor Romberg's designing office in Berlin. *

25X1 [redacted] Comment. The report only covers the period prior to the end of 1948. It is nevertheless of value as a survey of the development work done by the MSP Office. In Blankenburg there was a similar office which worked on the development of the Walter-submarines. The offices in Blankenburg and in Warnemuende were dissolved at about the same time. Part of the personnel went to the U.S.S.R.

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The tasks outlined here are an indication of the fields in which the Soviets lack experience. No information has been received as to whether a destroyer has actually been built. The latest German destroyer was in the developing stage in the Elbing Schichau Yard. She was to have a new type of engine plant. It is also noteworthy that Soviets devote so much work to building cutters on the assembly-line system. Presumably these vessels are also to be built in great numbers elsewhere.